

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUZU,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 21st February, 1894, at Noon, the Company's S.S. OZANIAN, Commandant SCHURZ, with MAIIS, PASSENGERS, SPEWES, and MARCH, will leave this Port for the above places.

Cargo and Specie will be registered for London, as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 3 p.m. on the 20th February, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,

Agent.

Hongkong, February 7, 1894. 265

Entertainments.

HONGKONG AMATEUR DRAMATIC CLUB.

A SPECIAL PERFORMANCE OF
"PRINCESS TOTO"

will be given at the THEATRE ROYAL, CITY HALL, ON

SATURDAY,

24th February, 1894, at 9 p.m. precisely.

Books of the Words of the Songs can be obtained (price 10 cents), at the Booking Office, Messrs. LANE, CRAWFORD & CO., Queen's Road Central.

Hongkong, February 15, 1894. 320

HONGKONG ATHLETIC SPORTS.

To be held on the RACE COURSE on SATURDAY, the 10th of March, 1894, Commencing at 1.30 p.m.

PROGRAMME.

1. 120 Yards' Flat Race (Handicap).
2. Throwing the Cricket Ball.
3. Long Jump.
4. Quarter mile (Handicap), Soldiers, Sailors, and Police.
5. Bicycle Race, 1 mile (Scratch).
6. High Jump.
7. Ladies' Purse, Half mile (Handicap).
8. Veterans' Race.
9. 100 Yards' Challenge Cup.
10. Top-of-Wall.
11. Hurdle Race (100 yards, 10 flights).
12. Quarter-mile Flat Race.
13. Miles' Flat Race (Handicap), Soldiers, etc.
14. Mile Bicycle Race (Handicap).
15. 220 Yards (Handicap).
16. Consolation Race (120 yards).
17. Steeplechase.
18. Mile Bicycle Race (Handicap).

No. 4, 5, 13, and 18 are open events. Entry forms can be obtained after the 10th of FEBRUARY, 1894, at the VICTORIA CELEBRATION CLUB, QUAKER BAY ATHLETIC CLUB, HUNCHUM DOCKS, or at the under-signed, and must be sent in not later than February 25th, 1894.

A. DENISON,
Hon. Secretary,
H.K.A.C.

Hongkong, February 1, 1894. 266

To Let.

TO LET.

From 1st March, 1894.

THE PREMISES at QUEEN'S ROAD CENTRAL, No. 12, presently occupied by the PACIFIC MAIL and OCCIDENTAL & ORIENTAL S.S. CO.

Apply to G. C. ANDERSON,
13, Praha Central.

Hongkong, January 5, 1894. 41

HOUSE TO LET,
FURNISHED OR UNFURNISHED.

STEWART TERRACE, PEAK.

Apply to

DOUGLAS LAPRAIK & CO.

General Managers.

Hongkong, February 19, 1894. 328

COMPAGNIE DES MESSAGERIES MARITIMES.

STEAM FOR HAIPHONG (DIRECT).

(Taking Passengers and Cargo for TOULOUSE & QUINON).

The Co.'s Steamship

Haiphong, Capt. D'A. DE S. COX,

will be dispatched for the above Port on THURSDAY, the 22nd Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.

General Managers.

Hongkong, February 19, 1894. 328

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship

Wingang, Capt. D'A. DE S. COX,

will be dispatched for the above Port on THURSDAY, the 22nd Instant, at 3 p.m.

For Freight or Passage, apply to

G. de CHAMPEAUX,

Agent.

Hongkong, February 19, 1894. 329

CHINA NAVIGATION COMPANY, LIMITED.

FOR KORE (DIRECT).

The Steamship

Champhor, Capt. WILLIAMS, will be dispatched on FRIDAY, the 23rd Instant, at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

Agent.

Hongkong, February 19, 1894. 321

T HIS Company's S.S. Wingang having arrived from the above Ports, Consignees of cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 21st Inst., will be landed at Consigned risk and expense into Godown at East Point.

No Fire Insurance will be effected.

Bill of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, February 19, 1894. 327

To-day's Advertisements.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 7 PER CENT. per Share for the Six Months ending 31st December, 1893, declared at Monday's Ordinary Yearly Meeting, will be PAYABLE at the Premises of the Honkong and Shanghai Banking Corporation, on and after TUESDAY, the 20th February, 1894, and SHAREHOLDERS are requested to apply for DIVIDEND WARRANTS at the Company's Office, No. 14, Praha Central.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, February 19, 1894. 323

A N A M B U L A N C E L E C T U R E

TO OFFICERS AND SEAMEN

will be given by DR. JAMES CANTLIE, F.R.C.S.,

'First Aid to the Injured,'

at the SHAMANS READING ROOM,

WEST POINT,

TO-MORROW, 20th February, at 8 p.m.

Hongkong, February 19, 1894. 324

H O N G K O N G J O C K E Y C L U B

RACE MEETING, 1894.

THURSDAY, FRIDAY & SATURDAY,

the 22nd, 23rd, and 24th February.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. WILLY & WALKER, LTD., Price, \$3 per Ticket.

Price of the Day may be purchased at the Gates, Price, 25c.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

The LADIES are invited to the GRAND STAND and ENCLOSURE During the Races.

T. E. HOUGH,

Clerk of the Course.

Hongkong, February 19, 1894. 323

H O N G K O N G J O C K E Y C L U B

RACE MEETING, 1894.

NO SERVANTS will be allowed inside ENCLOSURES of the Racemarsh during the Race Days without Tickets, which can be had on application from the Under-signed.

T. E. HOUGH,

Clerk of the Course.

Hongkong, February 19, 1894. 323

I N S U R A N C E H O L I D A Y S

H O N G K O N G R A C E S

NAVAL CONTRACTS, 1894-95.

SEALED TENDERS, in Duplicate, will be Received by the Naval Storeskeeper, H. M. Naval Yard, until 10 a.m.

on WEDNESDAY, the 28th Instant, from Persons desirous of SUPPLYING the Undersigned ARTICLES for the Use of H. M. Navy for the Year 1894-95:

BISCUITS, RAISINS,
SOFT BREAD, RICE,
FLOUR, SUGAR,
FRESH BEEF,
FRESH MILK,
VEGETABLES, AND
POTATOES, WATER for Drinking and Boilers.

Printed Forms of Tenders and further Particulars can be obtained at the Naval Storeskeeper's Office.

The right to reject the lowest or any Tender is reserved.

HONGKONG, VICTORIALL YARD,

19th February, 1894. 322

P U B L I C A U C T I O N

O F C H I N E S E C U R I O S A N D O L D E M B R O I D E R I E S

THE Undersigned has received instructions to Sell by Public Auction, on

T U E S D A Y,

the 27th February, 1894, commencing at 2.30 p.m. at his Sales Room, Duddell Street.

(Just received from the North),

A V E R Y F I N E C O L L E C T I O N

O F C H I N E S E C U R I O S , ETC.

comprising:-

OLD PORCELAIN PLATES, DISHES,

JARS, ETC. in FIVE-COLORED, BLUE,

BLACK, APPLES-ORANGE, BROWN and WHITE,

etc. from the MING DYNASTY, BEIGE

KANGXI and KIENLUNG to more

modern dates.

VERY FINE PEKIN SNUFF BOT-

TLES, OLD CLOISONNE, OLD SOO-

CHOW, LAQUER, OLD BRONZES,

CARNEL BANDS and RIMOCHE-BORNS,

BLUE and WHITE, and FIVE-COLORED

SCREENS, HAWTHORN VASES,

ONE VERY FINE BLUE and WHITE

KANGXI SCREEN.

ONE EXCEPTIONALLY FINE LOT

O F O L D S I L K E M B R O I D E R I E S .

And.

O T H E R C U R I O S .

Catalogues will be issued shortly, and the Lots will be on view from Friday, the 23rd Instant.

TERMS OF SALE.—As customary.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, February 19, 1894. 325

D O U G L A S S T H A M P S H I P C O M P A N Y , L I M I T E D .

Not Responsible for Debts.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship

Halong, will be

dispatched for the above Port on

THURSDAY, the 22nd Instant, at 3 p.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.

General Managers.

Hongkong, February 19, 1894. 328

I N D O - C H I N A S T E A M N A V I G A T I O N C O M P A N Y , L I M I T E D .

FOR SINGAPORE, PENANG AND

CALCUTTA.

The Co.'s Steamship

Wingang, will be

dispatched on FRIDAY, the 23rd Instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

General Managers.

Hong

THE CHINA MAIL.

At a Court Martial held on board the *Victor Emmanuel* to-day, W. Lane, A.B., of the *Leander*, was tried for striking the Master-at-arms of that vessel, and sentenced to twelve months' imprisonment. Capt. MacLeod, of the *Pallas*, was president of the Court.

The Freemasons of the Eastern Archipelago have in contemplation the presentation of a portrait to their Distrait Grand Master, H. E. Sir Charles Warren, on his leaving the district in April.

One of the most remarkable sights during the Chinese New Year holidays at Kuala Lumpur, says the Singapore *Free Press*, was the enormous quan of the silks stored in the premises of the Captain China awaiting export, the estimated value of which was not less than \$200,000.

HONGKONG AND WHAMPOA DOCK COMPANY.

The ordinary annual meeting of the Hongkong and Whampoa Dock Company was held at the offices of the company this afternoon. M. H. Hippius, (Chairman of the Company) presided, and there were also present: Messrs J. S. Van Buren, G. B. Dodwell, O. Janzen, J. Kramer, Hon. J. J. Keckwick, (Directors); G. Murray Bain, J. M. G. Manuk, E. Jones Hughes, A. G. Wood, J. McCallum, and Mr. D. Gillies (Secretary).

The Chairman said—Gentlemen, you will no doubt all have perused the Report and accounts for the past half year now before you and I trust found them satisfactory—although our earnings have been somewhat smaller than during the previous six months, which were exceptionally good. We propose to pay you again a dividend of 7 per cent, write off a substantial sum from the value of Kowloon and Cosmopolitan Docks and carry forward \$33,974.46 to

new account with a view to make sure of an equally good dividend for the current half year. The Admiralty Loan amounting now to £15,248.18d has been adjusted at the exchange of 2/3d, having involved a loss of £451.88, which has been charged to Revenue account, and unless a reduction takes place in the gold value of our currency, we shall have again a further provision in our next accounts. I am sorry to say, that the cost of material on hand stands at \$70,000 higher than six months ago, as we have added considerably to our stocks during the period under review; and as we shall not require any further large supplies for some time to come, we expect to be able to reduce our local loans again before long. I may mention, that this stock of material has been carried forward at its original cost, and as a large portion of it was laid down here when the dollar was worth over 8s, it now represents a most valuable asset of our company and enables us to serve our customers on very moderate terms. I do not think that I have anything further to add to the Report and Accounts, but before proposing their adoption, I shall be glad to answer any questions which you may wish to put to me.

On the motion of the Chairman, seconded by Mr. Murray Bain, the report and accounts were unanimously adopted.

The next business was the re-election of the various Directors, Messrs Hippius and D. H. Sisson.

Mr. Wood proposed the re-election of these gentlemen and was seconded by Mr. Jones Hughes.

The proposal was adopted motion.

On the motion of the Chairman, seconded by Mr. McCallum, the Hon. J. J. Keckwick was unanimously elected to fill the vacancy in the Board of Directors caused by the departure of Mr. J. J. Bell Irving.

Messrs T. Arnold and S. G. Bird were unanimously elected auditors, on the motion of the Chairman, seconded by Mr. Van Buren.

This concluded the business.

THE COLLISION OFF BREAKER POINT.

NAVAL COURT OF INQUIRY.

At the Harbour Master's Office this morning a Naval Court of Inquiry sat for the purpose of making inquiries respecting the circumstances connected with the collision between the British steamer *Hangchow* and an unknown vessel, whereby the former sustained material damage. The Court was constituted as follows:—Commander R. M. Ramsey, R.N., Subsidary Magistrate (President); Staff-Commander Salby Lilburn, R.N., H.M.S. Victor Emmanuel; Mr. J. R. Hill, master, steamer *Tacoma*; Mr. D'A. de Ste. Croix, master, steamer *Wingspan*; and Mr. H. Deans, master, steamer *Tachion*.

Charles James Derby, stated—I am master of the steamer *Hangchow*, and hold a master's certificate. I have been in command for sixteen months. We left Hongkong on February 7, light, in ballast, bound for Shanghai. Leaving here at daylight we proceeded all way till 9.30 p.m. that day when Breaker Point was abreast, distance 4½ miles N.W. & W. I then wrote the night order book course E. by N. N. S. compass, and to sail as near the Lantau Bank light bore N.E. by N. N. by compass. I then retired to the chart room till such time as I was called to alter the course. About 11.15, I was aroused by the ship breaking off, and hearing the telegraph at the same time. I rushed on deck, and saw in the darkness a vessel across our bows. We had a moderate moonbow up to Breaker Point, at this point the sea began to increase, and at the time of the collision it was blowing a moderate gale. I did not know there had been a collision, when I rushed on deck. I noticed the telegraph was at stop, and seeing the vessel across our bows I naturally put the telegraph to full speed astern, at the same time ringing out for the second officer. We had gone down the port ladder, and I was running along the starboard ladder. I did not notice the situation at first, and when I saw the other vessel had cleared our ship I went ahead astern. We were heading about N. and she was heading E.S.E. Before sending her ahead I sent for the chief officer, who went forward to see what damage was done. Then I lost sight of the other steamer. All her lights were shut out, and he had no light showing astern. The ship was laboring very heavily and it was impossible to stand on deck. The sea was on our beam. I kept going ahead slowly to bring her up to the right. A few minutes afterwards—about 5 or

we again saw her red light about N.E. from us—forward of our starboard head. She burned blue light. I stopped my engine, and answered with a blue light. Her masthead and side lights then shut out about 15 minutes after the collision, and we saw no more of her. She was on our starboard beam when we last saw the light; she did not drop astern of us. At the time she was burning the blue light, the chief officer came up and reported that there was 11 feet of water in the fore peak, and that there was wreckage hanging to our bow. We afterwards learned this was a mistake. It was our bows that were twisted. I told him to go forward and see what was necessary to secure the bulkhead, and also to take the helm. My whole anxiety up to this time was about the other ship, but after losing sight of her I went forward and examined the damage to my own ship; without knowing the whole extent I at once saw the damage done was most serious. To examine her I got the ship put before the wind. It was about 1 o'clock when we found we could not reduce the water in the fore peak. I went forward several times to see how the work was progressing. After 2 o'clock, failing to see anything of the other vessel, I consulted with my officers, and were reduced to Hongkong. The chief officer and I were both of opinion that the other ship had gone on.

What damage did you find your ship had sustained?—Witness put in a letter from Mr. R. Cooke, who afterwards surveyed the ship. The letter was read by the President as follows:—

Hongkong, 17th February, 1894.

Capt. Derby.—Yes.

S. S. Hangchow.

Sir.—At your request I have examined the damage to the bows of your vessel caused by the collision. I have also examined the bulkhead forward. I find a part of the stem, from the 20 feet mark to the 16 feet mark, broken and lost, the plates, frames and stringers at the same part are torn away for a distance of 5 feet; and from the 16 feet mark downwards the plates are fractured and bulged inwards; the remaining part of the stem down to the 4 feet twisted and set over to starboard about 9 inches, the forecastle open to the sea and the collision bulkhead strained. The hull is bulged at; and the other part of the vessel's structure forward has also been strained. After carefully examining your vessel, I consider you were perfectly justified in making for a place of safety, as from the damaged state of the vessel's hull and bulkhead having been strained the latter might have given way at any moment from the increased pressure caused by the collision. I sincerely hope to attend to give evidence as to the state of your vessel—Yes. I remain, dear sir, yours very truly, R. Cooke, Chief Superintendent, Kowloon Dock.

Witness (resuming)—I put back and arrived at Hongkong on the 9th February. If I had waited four or five hours longer I would not have been able to arrive at Hongkong on the following day—I could not have saved daylight after being exposed to the incision for another 12 hours. At 9.30 on the 8th we were going at a speed of 8 knots. After making Breaker Point the engines began to race heavily, and immediately before the collision we were going about 7½ knots, judging by the weather. We had a hard wind. When we left Hongkong our draughts were 8 feet and 10½. Our ballast tanks were full and 10½. Our ballast tanks were full until we got out nothing of the other vessel at the time she was across our bows except that she was a steamer. I was a dark night—No, not by any means. It was like moonless weather.

The President.—Was Breaker Point light visible?—Yes.

How fast?—About 14 miles.

Capt. Derby.—Was there great deal of smoke?—Yes.

But it was a clear night?—No, not by any means.

It was like moonless weather.

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THE CHINA MAIL.

No. 9679. FEBRUARY 19, 1894.

Mails.

U. S. Mail Line.
U. S. MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Nagasaki, Kobe, Friday, Feb. 23, Island Sea and Yokohama).....
Oriental (via Nagasaki, WEDNESDAY, Mar. 7, Island Sea and Honolulu).....
Pew (via Nagasaki, SATURDAY, Mar. 24, Kobe, Island Sea and Yokohama).....

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on FRIDAY, 23rd February, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Dominica, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. on day previous to sailing. Parcels will be received at the office until 6 p.m., same day; all Parcels packages should be marked to address in full; value of same is required.

Consignee invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, February 12, 1894. 233

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Tacoma | Tuesday | February 27.

Seattle | Tuesday | March 20.

Victoria | Tuesday | April 10.

THE Steamship TACOMA, Captain J. H. Hulz, sailing at Noon, on TUESDAY, the 27th February, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

General Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, January 24, 1894. 171



STEAM FOR

STRAITS, CEYLON, AUSTRALIA,

INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROSETTA, Captain C. Gandy, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, on THURSDAY, the 1st March, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship CYCLADE, which Vessel takes her Cargo for LONDON, via SUEZ and CANAL, leaving that port on the 24th MARCH, 1894).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL, for Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, February 15, 1894. 319

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZU, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTO PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 5th day of March, 1894, at 3 p.m., the Company's
Steamship BAYERN, Capt. SCHROEDER,
with MALES, PASSER, SPERS, SPECIE,
and CARGO, will leave this port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
Noon, on SATURDAY, the 3rd March,
Cargo and Specie will be received on
board until Noon on MONDAY, the
3rd March, and Parcels will be received at
the Agency's Office until NOON on SUNDAY,
the 4th March. Contests of Passages are
required. No Parcel Receipts will be
signed at less than \$2, and Parcels should
not exceed Two Feet Cubic in measure-
ment.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Linen can be washed on board.

For further Particulars, apply to
MELOHERS & CO., Agents.

Hongkong, February 12, 1894. 301

Intimations.

NGAI SHANG,

60, QUEEN'S ROAD CENTRAL,

RATTAN FURNITURE of Every
Description,
CHAIRS, COUCHES, TABLES, BASKETS,
CHILDREN'S OCTS, &c. &c.

LATEST PATTERNS, BEST WORKMANSHIP.

ALSO

Rattan Core, Split Rattan, Canton Reed

and Sundries of all kinds.

Hongkong, November 17, 1893. 1987

For Sale.

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

EX. &c., EX. &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by
the Undersigned.

MITSUI BUSSAN KAISHA,

8, Queen's Road Central.

Hongkong, January 2, 1894. 1

AIL PROGRAMMES
IN NEW SHADES AND PATTERNS.

DIAMONDS

DIAMOND JEWELLERY

A Splendid Collection of the Latest LONDON
JEWELLERY.

1894.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.

VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

1894.

SAFETY—SPEED—PUNCTUALITY.

THE MAGNIFICENT STEAMSHIPS OF THIS LINE PASS THROUGH THE FAMOUS INLAND SEA OF JAPAN, AND USUALLY MAKE THE VOYAGE YOKOHAMA TO VANCOUVER (B.C.) IN 12 DAYS, MAKING CLOSE CONNECTION AT VICTORIA WITH THE PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY LEAVING THERE DAILY AND CROSS THE CONTINENT FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. CLOSE CONNECTION IS MADE AT MONTREAL, QUEBEC, HALIFAX, NEW YORK AND BOSTON WITH ALL TRANS-ATLANTIC LINERS, WHICH PASSENGERS TO GREAT BRITAIN AND THE CONTINENT HAVE CHOICE OF.

PASSENGERS BOOKED THROUGH TO A PRINCIPAL POINT AND AROUND THE WORLD.

RETURN TICKETS TO VARIOUS POINTS AT REDUCED RATES, GOOD FOR 4, 6, 9 AND 12 MONTHS.

SPECIAL RATES (FIRST CLASS ONLY) GRANTED TO MISSIONARIES, MEMBERS OF THE NAVY, MILITARY, DIPLOMATIC AND CIVIL SERVICES, TO EUROPEAN OFFICIALS IN SERVICE OF CHINA AND JAPAN, AND TO GOVERNMENT OFFICIALS AND THEIR FAMILIES.

EXCURSION TICKETS TO SAN FRANCISCO MIDWINTER FAIR, CIRCULAR PACIFIC TICKETS HONGKONG TO VICTORIA, VANCOUVER TO SYDNEY, AUSTRALIA, GOOD FOR 9 MONTHS.

THE DINING ROOMS AND MOUNTAIN HOTELS OF THIS LINE ARE OWNED AND OPERATED BY THE COMPANY, AND THEIR APPOINTMENTS AND CUISINE ARE UNEXCELLED.

FOR FURTHER INFORMATION, MAPS, GUIDE BOOKS, RATES OF PASSAGE, ETC., APPLY TO

D. E. BROWN, General Agent,

PEDDER STREET.

Hongkong, January 24, 1894. 177

Merchant Vessels in Hongkong Harbour.

Exclusively of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked **A**, near the Kowloon shore **B**, and those in the body of the Harbour **C**.

Shipping or midway between each shore are marked **c**, in conjunction with the figures denoting the sections.

Section.	1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Buildings.
2. From Gas Works to Jardine's Wharf.	2. From Blue Buildings to East Point.	8. From East Point to North Point.
3. From Jardine's Wharf to the Harbour Master's Office.	9. From Kelleys Island to North Point.	10. Kowloon Wharves.
4. From Harbour Master's Office to the P. and O. Co.'s Office.	11. From Pedder's Wharf to the Naval Yard.	11. From Pedder's Wharf.

Vessel's Name.	Arrival.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Companys or Agents.	Destination.	Remarks.
Activ	Feb. 17	Hygrom	Dan.	355	Feb. 17	Chinese	Holloway, etc.	To-morrow
Alwina	Feb. 17	Petersen	Gob.	400	Feb. 17	Wieder & Co.	Holloway, etc.	To-morrow
Bantam	Feb. 17	Bergh	Dutch	1457	Feb. 17	Laud & Wegener	Saigon	To-day
Bonarig	Feb. 17	Boutellier	Brit.	1454	Feb. 17	Brinsford, Livingston & Co.	Kowloon Dock	
Changsha	Feb. 17	Williams	Brit.	1458	Feb. 17	Brinsford, Livingston & Co.	San Francisco	2nd Inst.
City of Peking	Feb. 17	Bradley	Brit.	1459	Feb. 17	Brinsford, Livingston & Co.	Holloway, etc.	
Decima	Feb. 17	Christensen	Amer.	319	Feb. 17	Brinsford, Livingston & Co.	Vancouver, B.C.	2nd Inst.
Empress of India	Feb. 17	Marshall	Brit.	504	Feb. 17	Canadian Pacific Railway Co.	Manila	To-morrow
Esmeralda	Feb. 17	Day	Brit.	988	Feb. 17	Shaw & Co.	Swatow, etc.	
Fokken	Feb. 17	Davies	Brit.	609	Feb.			